

slide the right-hand brake assembly directly against the throttle and (on some models) the engine stop switch assembly and position it approximately 20° down from true horizontal (Figure 26). Tighten the clamping bolt.

15. On models so equipped, install the plastic bands holding the throttle and engine stop switch wires to the handlebar.

FRONT FORK AND STEERING HEAD

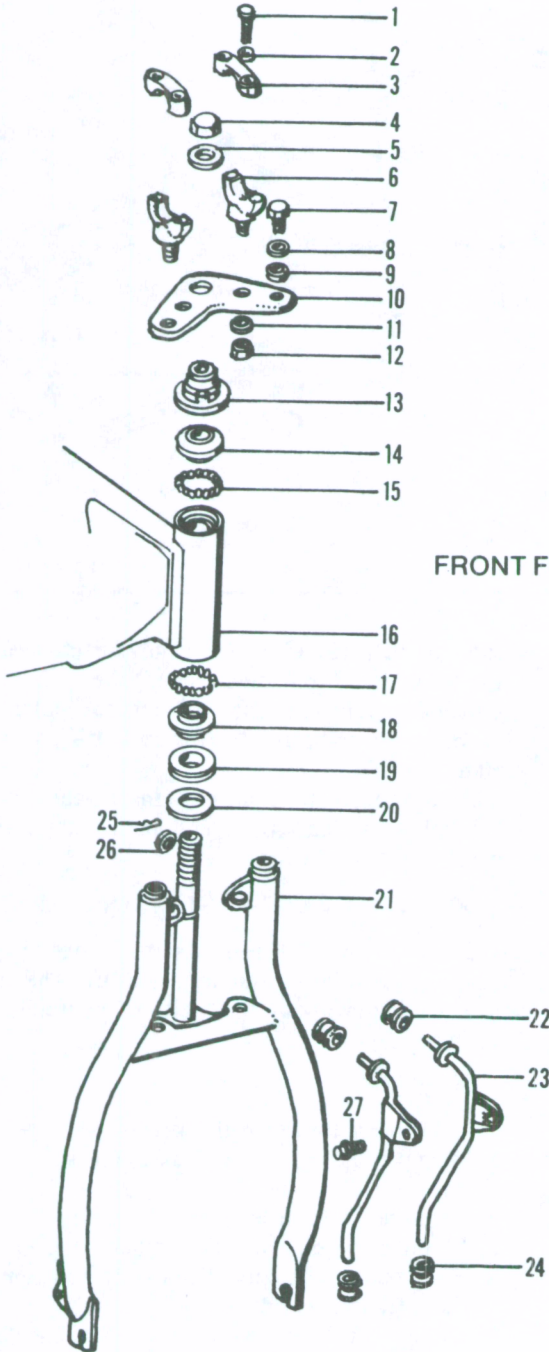
The front fork and steering stem are one integral unit and are removed as an assembly. The front fork is rigid without the assist of hydraulics or springs.

Removal

Refer to Figure 27 for this procedure.

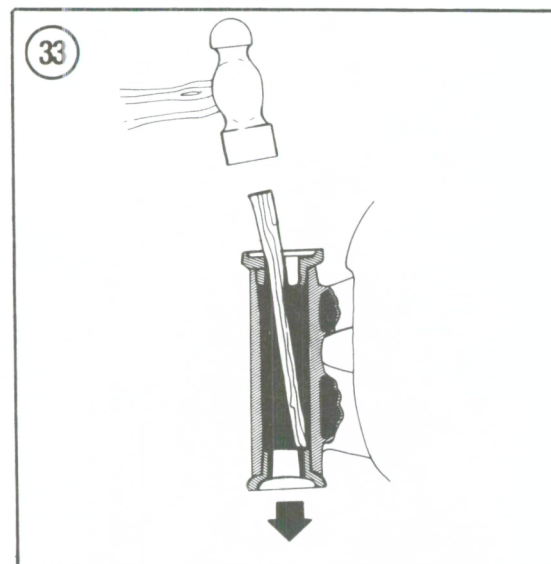
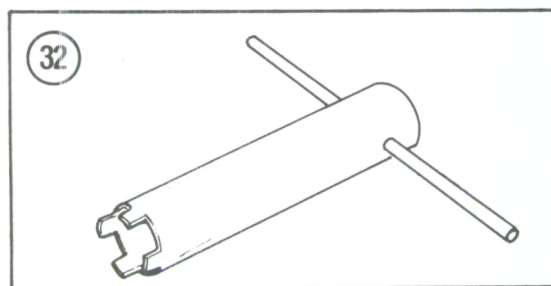
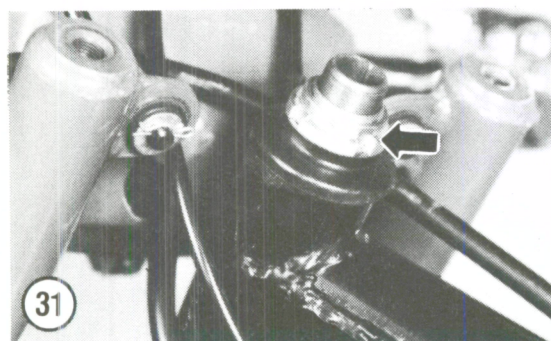
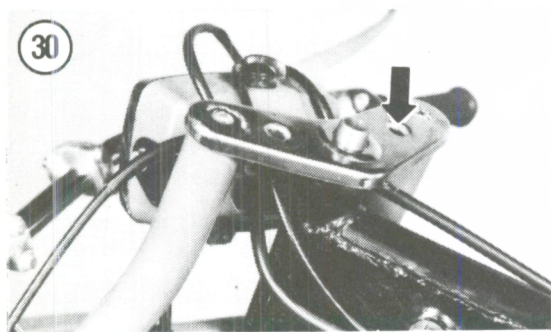
1. Remove the front wheel as described in this chapter.
2. Remove the front fender.
3. Remove the nut and lockwashers securing the lower handlebar holders (Figure 28) and remove the handlebar assembly.
4. Disconnect the electrical wires to the headlight assembly. If so desired the headlight assembly can be removed as described in Chapter Seven.
5. Remove the steering stem nut and washer (A, Figure 29).

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FRONT FORK AND STEERING HEAD ASSEMBLY

1. Bolt
2. Washer
3. Upper handlebar holder
4. Steering stem nut
5. Washer
6. Lower handlebar holder
7. Top fork bridge bolt
8. Lockwasher
9. Washer
10. Top fork bridge
11. Lockwasher
12. Nut
13. Steering head adjusting nut
14. Upper race—top bearing
15. 21 steel balls (3/16 in.)—top bearing
16. Steering head and races
17. 21 steel balls (3/16 in.)—bottom bearing
18. Lower race—bottom bearing
19. Grease seal
20. Washer
21. Steering stem and front fork assembly
22. Rubber grommet
23. Headlight assembly holder
24. Rubber grommet
25. Clip
26. Washer
27. Bolt



6. Remove the top fork bridge bolts, washers and lockwashers (B, Figure 29).
7. Remove the top fork bridge (Figure 30).
8. Remove the steering head adjusting nut (Figure 31). Use a large drift and hammer or use the easily improvised tool shown in Figure 32.

NOTE

Have an assistant hold a large pan under the steering stem to catch the loose ball bearings while you carefully lower the steering stem. All models are equipped with 21 ball bearings in both the upper and lower race.

9. Lower the front fork and steering stem assembly down and out of the steering head. Remove the 21 ball bearings from the lower race.
10. Remove the 21 ball bearings from the upper race in the steering head.

Inspection

1. Clean the bearing races in the steering head, the steering stem races and the steel balls with solvent.
2. Check the welds around the steering head for cracks and fractures. If any are found, have them repaired by a competent frame shop or welding service.
3. Check the balls for pitting, scratches or discoloration indicating wear or corrosion. Replace them in sets if any are bad.
4. Check the races for pitting, galling and corrosion. If any of these conditions exist, replace the races as described in this chapter.
5. Check the steering stem for cracks and check its race for damage or wear. If this race or any race is damaged, the bearings should be replaced as a complete bearing set. Take the old races and bearings to your dealer to ensure accurate replacement.
6. Check the front forks for signs of wear or damage. Also check the fork legs for straightness. If bent or severely dented, the assembly should be replaced.

Steering Head

Bearing Race Replacement

The headset and steering stem bearing races are pressed into place. Because they are easily bent, do not remove them unless they are worn and require replacement.

Headset bearing race removal/installation

To remove the headset race, insert a hardwood stick or soft punch into the head tube (Figure 33)

and carefully tap the race out from the inside. After it is started, tap around the race so that neither the race nor the head tube is damaged.

To install the headset race, tap it in slowly with a block of wood, a suitable size socket or piece of pipe (Figure 34). Make sure that the race is squarely seated in the headset race bore before tapping it into place. Tap the race in until it is flush with the steering head surface.

Steering stem bearing race and grease seal removal/installation

To remove the steering stem race, try twisting and pulling it up by hand. If it will not come off, carefully pry it up with a screwdriver, work around in a circle, prying a little at a time. Remove the race, the grease seal and washer.

Install the washer and new grease seal. Slide the lower race over the steering stem with the bearing surface pointing up. Tap the race down with a piece of hardwood; work around in a circle so the race will not be bent. Make sure it is seated squarely and is all the way down.

Installation

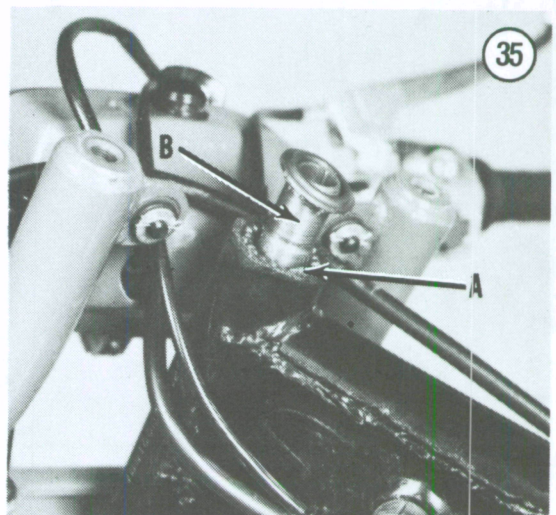
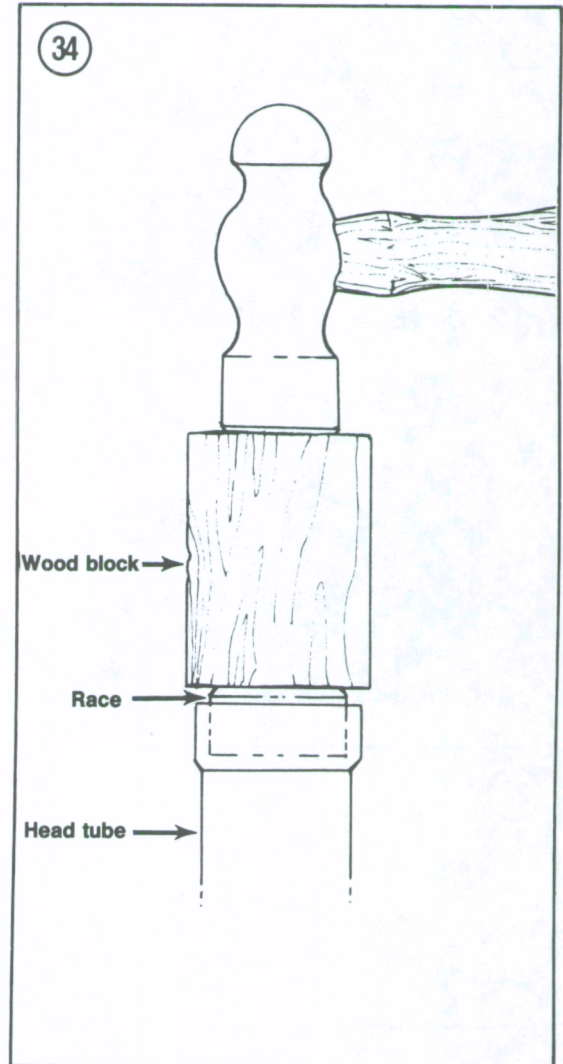
Refer to Figure 27 for this procedure.

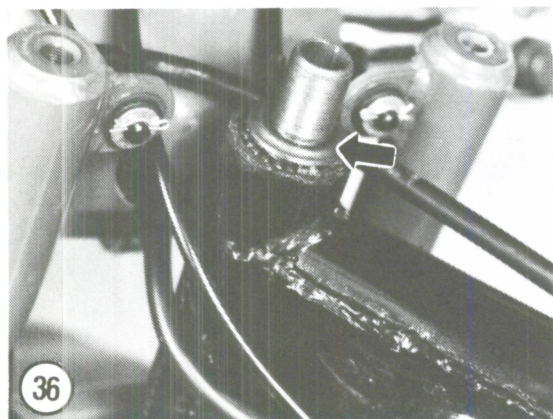
1. Make sure the steering head and stem races are properly seated.
2. Apply a coat of cold grease to the upper bearing race cone and fit 21 ball bearings around it (A, Figure 35).
3. Apply a coat of cold grease to the lower bearing race cone and fit 21 ball bearings around it.
4. Install the front fork and steering stem assembly into the head tube and hold it firmly in place (B, Figure 35).
5. Install the upper race of the top bearing (Figure 36).
6. Install the steering stem adjusting nut (Figure 31) and tighten it until it is snug against the upper race, then back it off 1/8 turn.

NOTE

The adjusting nut should be just tight enough to remove both horizontal and vertical play, yet loose enough so that the assembly will turn to both lock positions under its own weight after an assist.

7. Install the top fork bridge and steering stem nut and washer. Tighten the steering stem nut to the torque specification listed in Table 1.
8. Install the top fork bridge washers, lockwashers and bolts. Tighten the bolts to the torque specification listed in Table 1.





12. Install the front fender.

13. After a few hours of riding, the bearings have had a chance to seat; readjust the free play in the steering stem with the steering stem adjusting nut. Refer to Step 6.

Steering Stem Adjustment

If play develops in the steering system, it may only require adjustment. However, don't take a chance on it. Disassemble the stem and look for possible damage. Then reassemble and adjust as described in Step 6 of the installation procedure.

REAR WHEEL

Removal/Installation

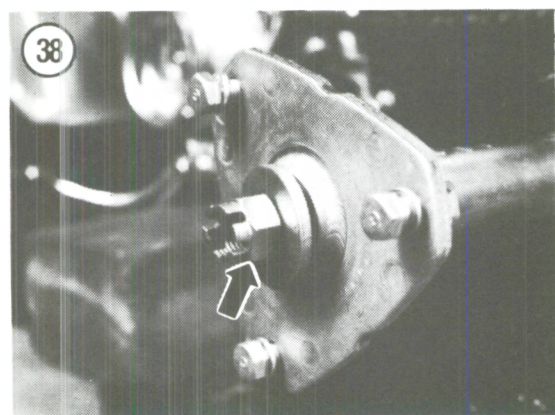
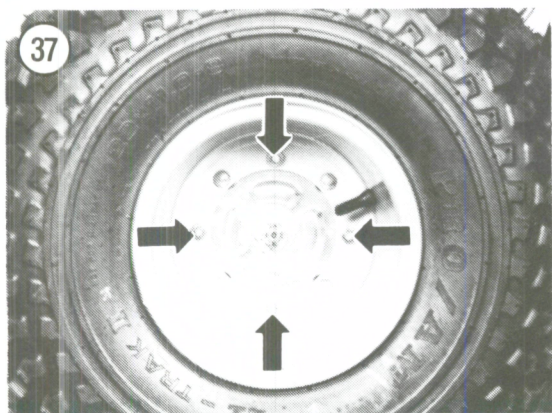
1. Set the ATC on level ground and set the parking brake. Also block the front wheel so the vehicle will not roll in either direction.

2. Jack up the rear of the vehicle with a small hydraulic jack. Place wood blocks under the engine; release jack pressure and securely support the vehicle on the wood blocks.

3A. On 1970-1974 ATC90 models, perform the following:

- a. Remove the axle cap.
- b. Remove the cotter pin and discard it.
- c. Remove the axle nut and washer.

3B. On all other models, remove the wheel nuts (Figure 37) securing the wheel to the hub and remove the wheel.



9. Attach the electrical wires to the headlight assembly or install the headlight assembly, if removed.

10. Install the handlebar assembly and install the lockwasher and nuts to the lower handlebar holder studs (Figure 28). Tighten the nuts to the torque specification listed in Table 1.

11. Install the front wheel as described in this chapter.

NOTE

The number of wheel nuts varies with the different models.

4. Install by reversing these removal steps; note the following.

5. On 1970-1974 ATC90 models, when installing the right-hand wheel, make sure the spacer collar is in place on the axle prior to installing the wheel.

6. Tighten the axle nut or wheel nuts to torque specifications listed in Table 1.

REAR AXLE AND DRIVEN SPROCKET (ATC70)

Removal/Installation (1973-1975)

1. Remove the seat/rear fender assembly.

2. Remove the bolts securing the skid plate and remove the skid plate.

3. Remove both rear wheels as described in this chapter.

4. Remove the cotter pin, castellated nut and lockwasher securing the rear hub (Figure 38).

5. Remove both the left- and right-hand hubs and the axle spacers.

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